

RAILROAD DEVELOPMENT IN THE PEE DEE.

The following from the Charlotte Observer indicates Great Railroad Development in the Pee Dee Section.

The following from the Raleigh News and Observer will be good news to the people of Marion County:

There has been no more important railway development affecting Raleigh recently than the extension of the Raleigh and Southport from Fayetteville to Hope Mills, a distance of four miles. Although this is good news to Hope Mills, it is of great importance to Raleigh and Fayetteville, on the one hand, and Lumberton, Marion, S. C., and Georgetown on the other. At Hope Mills the Raleigh and Southport will connect with the Atlantic Coast Line, the Aberdeen and Rockfish, and the Virginia, Carolina and Southern.

President John A. Mills has made arrangements for surveying a route for the extension of his road to Hope Mills, and it is expected that the work will be commenced at an early date.

The principal connection the Raleigh and Southport will make at Hope Mills is with the Virginia, and Carolina Southern, operating between Hope Mills and Lumberton, and this road in turn connects with the Raleigh and Charleston, which runs between Lumberton and Marion, S. C. This will give Raleigh a line directly to Marion, S. C., the Seaboard describing an acute angle, the apex of which is Hamlet, Marion and Raleigh terminating the lines of the angle. The new connection will present a considerable saving in distance.

The ultimate advantage of the improvement will be an air line from Raleigh to the harbors of Georgetown, S. C., and Charleston, S. C. Georgetown is being developed as a seaport, new railroad enterprises being interested in its development. Besides a new railroad that will give the Lumberton territory an excellent connection with Georgetown which is being built from the latter place, a line is now in course of construction from Gibson, N. C., to Dillon, S. C., the road having already been completed from Gibson to Clio, S. C. At Dillon it will be within a few miles of Marion, not exceeding 20, which will connect with the Seaboard and the Virginia, Carolina and Southern, this being the North & South Carolina railroad. Mr. W. R. Bonsal, the railroad promoter who is building the new road has leased from the Seaboard Air Line the branch line from Hamlet to Dillon, which will give a new and much shorter route from Hamlet to Marion.

It was stated yesterday by a gentleman who has had long experience with railroads that it is probable that the Norfolk and Southern is back of Mr. Mills in extending his line from Fayetteville to Hope Mills and is supporting Mr. Bonsal in constructing the line from Gibson to Dillon, with the intent of taking the complete lines from Raleigh to Marion and from Hamlet to Dillon. Raleigh is the nearest point to Marion on the entire system of the Norfolk and Southern.

Another well informed gentleman suggested that Messrs. Armfield, McLean and Blue, who built the line from Hope Mills to Lumberton, were interested with Mr. Mills in his extension of the Raleigh and Southport. The railroad officials decline to talk.

A gentleman predicted yesterday that within a few weeks after the completion of the Raleigh and

Southport extensions to Hope Mills, arrangements will be perfected where by a through passenger train will leave Raleigh every morning and run through Fayetteville and Lumberton to Marion, S. C. This train, he stated will be of great value to this city and to all the territory between Raleigh and Marion. It is a fine section and this development will make it rich. At present, if a man wishes to go to Marion from Raleigh through Fayetteville he has to go on three different systems, changing cars three times, whereas an arrangement may now be perfected by which the three small roads may run a through train from Raleigh to Marion with advantage to all three systems.

WORK TO BEGIN SOON.

Raleigh, N. C., October 30.—Pres. John A. Mills, of the Raleigh & Southport Railway expects within ten days to begin the grading of the seven-mile extension of his road from Fayetteville to Hope Mills. The survey is completed. He says he will have trains in operation to Hope Mills by early Spring and that the Norfolk & Southern Railway has no connection with his line, it having been intimated that the Norfolk & Southern might purchase the Raleigh & Southport.

Rev. Mr. Wilson Installed.

The Greensboro Patriot.

Rev. J. A. Wilson was formally installed as pastor of Alamance and Bethel Presbyterian churches Sunday. Rev. Charles E. Hodgkin preached the sermon and Mr. A. M. Scales delivered the charge at Alamance in the morning and in the afternoon Rev. Melton Clark preached the sermon and Mr. Scales delivered the charge at Bethel. Both services were attended by large congregations. Rev. Mr. Wilson came to Guilford from South Carolina a short time ago and has made a most favorable impression upon the people with whom he has come in contact. He is a splendid preacher and pastor and is popular with the members of his congregations.

Fire Destroys Gin.

At an early hour Friday morning the ginney of Mr. A. M. McGregor on the Jnc. L. McLaurin place near Reedy Creek was destroyed by fire. The origin of the fire is unknown, but the supposition is that it was started by rats as there is no reason to suspect that it was the act of an incendiary. There were 18 bales of cotton and 1100 bushels of cotton seed in the gin house which was a total loss. Mr. McGregor had no insurance on the ginney or its contents and the loss falls heavily upon him.

Injured by Gin.

Mr. A. B. Allen, a young man about 25 years of age, was the victim of a distressing accident at Mr. J. D. Coleman's gin Saturday morning. Mr. Allen had lifted the gin breast to unchoke the saws when another party at work on the other side of the gin moved some part of the machinery that tilted the gin breast back and when it fell it caught Mr. Allen's hand and arm against the rapidly revolving saws. The young man's hand and arm were terribly mangled and it is feared that an amputation will be necessary. The accident was due in no way to carelessness on the part of Mr. Allen, as is usually the case in accidents of this kind. He had lifted the gin breast to avoid any danger of catching his hand in the saws. Mr. Allen is a son of Mr. D. S. Allen of Dillon, and a nephew of Mr. Jno D. Coleman for whom he was working.

Our Country Schools.

There is no doubt that the country schools of Marion county have shown great progress in the last few years but at the same time when we compare the improvement made along this line with that made in farming and other business interests, we find that it falls far short of what it should be. At present the schools have better teachers on the average and the terms are longer than they used to be, so in these two instances we are much better off, but we have that same old school house plus a great deal of ware and tare.

The way in which people in general look upon the school has always been a mystery to me. As strange as it may seem, it is nevertheless true that most people regard money spent in schools as lost money, or rather a kind of charity. No one seems to realize that a good school building and a flourishing school is a valuable advertisement for the community and as profitable an investment as any he can make in real estate. The time is coming and it is really here when a good school adds twenty-five per cent. to the value of the property in the community. It is even the custom at present for a renter to inquire very particularly as to the nearest school when he bargains for a tract of land. In fact I heard a renter make this remark some time ago. "I am not going to stay on this land next year because the school is no good."

As I have said it is a strange thing to me that some people cannot realize the value of a good school, because they very readily realize that they must have good fertilizer to grow cotton, good mules to work it and good stalls in which to keep the mules; but when it comes to the school, "why get the cheapest teacher possible without regard to ability," and as to the school building, "why that is a small matter." "There is the same building my father went to school at and I guess it is good enough for my children." Actually I have heard men boast that their school house has been there a hundred years. "Why, the Hon. so and so went to school right there." In other words the old dilapidated thing has become an historical relic, and therefore should not be destroyed or abandoned. Of course the only thing that will ever move a thing like this is, "fasting and prayer," or time and erosion. "Eraphian is joined to his Idols, let him alone."

There is also another kind of a school house that is "something fierce" to move and this is the one when the Trustees are willing to admit that, "We do need a little more room" because Johnie caught pneumonia last term from sitting in the window, but the teacher said there was no room for him to sit anywhere else. So we are just thinking of building an ell onto the old part. You know it will not cost more than a hundred dollars if the neighbors will help do the work." Just think of it! One hundred dollars to house the children of the whole community and no one of these men ever built a stable for his mules that cheaply. This as a case for "Weeping and wailing and gnashing of teeth," in my opinion.

I have since October 1908, visited sixty-five schools in Marion County. Possibly half of them are in fair condition, but I have been in some that actually will not measure twelve by fifteen feet, no ceiling, the windows broken out, the doors hanging on one hinge, absolutely void of warmth or comfort, with twenty-five children huddled up around a broken down stove, shivering with the cold. There are some schools in which I don't believe any trustee has ever been. Now these schools are not

always in poor communities, but are sometimes and very often found in neighborhoods well able to do better.

However I am very proud to say that we really have a good many good school houses in the county and it is to be hoped that we will have more in the near future. For the Legislature has passed a law, allowing school districts to bond themselves, at a very small cost to each in individual for building purposes.

I visited a school house some days ago in which, there was no black-board, no globe and no maps, that were worth five cents; and to think that this teacher had been teaching in this school for two years, is almost incredible. However it is true and furthermore she is thought to be a good teacher by her patrons. No teacher that is worth anything at all will stay two years in one school and not in some way provide these very necessary articles.

Very truly
Joe P. Lane.

Teacher's Association.

It has been the custom heretofore to try to have nine meetings during the year, but having so many meetings, always gives us a small crowd so this year we have decided to have only four meetings during the year, one at each of the four towns in the county. Prof. W. W. Nickels has kindly consented to have the first one at Dillon on the third Saturday in November. He has already secured the speakers for the occasion. Prof. D. W. Daniel of Clemson College and Dr. L. C. Mitchell of University of Carolina.

These men are considered amongst the most eminent educators and speakers in the state and it is at some expense that we have secured their services, therefore we wish to have a good crowd out to hear them. It is just as necessary to have the trustees at these meetings as it is to have the teachers, for teachers can do very little unless they are backed by the trustees. We are going to try to make the day both pleasant and profitable for every one present. It is most certainly the duty of every trustee and every teacher to be present.

Very truly
Joe P. Lane.

New County To Be Voted On.

The dream for years of a large number of people in upper Marion, in the territory adjacent to Dillon, has been the establishment of a new county with Dillon as the county seat. Several elections have been held but the proposition defeated. Recently the Dillon people have gone over the situation and determined that they had sufficient strength to carry the election, were in the act of securing another election, when the old count people disputed the survey of the new county advocates, claiming that they did not have sufficient territory to comply with the legal requirements for a new county and secured a new survey. This survey shows that the territory is amply sufficient to meet all requirements and an election has been asked for and will be ordered. The election promises to be a hot one but will more than likely be successful and we shall see Marion divided.

They All Owed Him.

This ones comes from Missouri, where one editor "showed" them why. An evangelist asked all the men present who were honest and paid their debts to stand up. All arose but one. He said he was the local editor and couldn't pay his debts because the men standing were his delinquent subscribers."—Atlanta Constitution.

THE THINGS MEN DO.

Most Important Results of Life Often Merely Incidental.

The most important results of our lives are often those which we think of as merely incidental, if, indeed we notice them at all. Men have slaved oh, year after year, perfecting a piece of machinery which they dreamed would revolutionize the factories of the world. One day they stumbled, seemingly, on a simple contrivance that they thought quite unimportant, but that trivial device has later been counted by the world as the main work of their lives.

Men are nearly always mistaken in the relative estimates they put on different parts of their work. This is often seen in reading the lives of literary workers. The volume or poem which they held to be their masterpiece has, not infrequently, received scant attention at the hands of competent judges while verses they wrote, perhaps in some moment of leisure have spoken to men's hearts and can never die. George Matheson wrote many devotional and theological books, each of which required hard toil to perfect. One evening after a time of great mental suffering, he produced in five minutes a little poem that is in the hymn-books of the world just as he wrote it, save for the subsequent change of one word. If when he wrote these verses, he had been asked what he considered his most important contribution to the religious thought of his time, he would probably have pointed to one of his valuable volumes; but, while his "Portraits of Christ" may be forgotten, wherever men and women have suffered and found companionship and strength in Christ, there will they sing, "O love that will not let me go."

Cardinal Newman was one of the great religious controversialists of his time, and wrote many learned volumes. Who reads those now? He wrote one little hymn, "Lead Kindly Light," and thought it was one of the smallest in compass of any of his works it will live to inspire and cheer men wherever the soul longs for God. Thomas Ken was a prominent writer of the 17th century. Few today even know that he published a book. He wrote four lines, beginning, "Praise God, from whom all blessings flow," and millions of hearts each week come near to God in those familiar lines. The great work of our lives, that which will bear fruit after we have been forgotten, will more than likely be one of the things that we do almost, if not quite, unconsciously. The task we consider the very center of our lives may seem to accomplish no particular good, but some little forgotten kindness will live in another life forever.

That the enduring results of our life will probably be what we consider its by-products is on salve for the lazy man who says, "What use then, for me to keep on in my particular line? If I ever accomplish anything, it will more than likely be something I never aimed to do." On the contrary, this very fact should call every one of us to honest, hearty toil; for it is only in the pathway of duty well done that anything worth while is ever accomplished. Matheson wrote his poem in a few minutes, but if he had not trained his mind and heart by long year of hard, painstaking toil he never could have given the world these immortal lines. Perhaps the machinery we perfect through many weary months may never accomplish what we confidently expect of it, but, if we are bidden to build it let us do it at any cost and let it be finished "as in the great Taskmaster's eye." Luck has nothing to do with deciding the rewards that come from God's hands. He never disappoints the patient plodder, and never through all eternity will he give his "Well done" to the one who shirked his "assignment" and hoped that some chance would bring returns without the expenditure of the very best that God had given him.

GREAT FALL MEET AT DILLON NOV. 18th.

Dillon Driving Association Announces Last Great Races of the Season for Nov. 18th. Notable Horses to Participate in the Races.

The last great meet of the Dillon Driving Association is announced for November 18th. This will be the last meet of the Association for the season 1909 and every effort is being made by the Association to make it the most notable event in the history of the Association. In addition to quite a number of horses well-known in the Pee Dee Circuit there will be entered on this occasion many famous horses of the Virginia-Carolina Circuit and visitors to Dillon that day will have an opportunity to see some exceptionally fine races.

Mr. R. E. Biggs, of Baltimore, a member of the National Trotting Association, will be the official starter, and Mr. F. Covington, another member of the National Association will be the presiding judges. These gentlemen have been acting in this capacity for the Virginia-Carolina Circuit during the past summer and fall and will sever their connection with the circuit when it ends at Augusta, Ga., on the 12th instant.

As these horses will be shipped back north from Augusta the management of the Dillon Association has arranged with Messrs. Covington and Biggs to drop these horses off at Dillon and the people of the Pee Dee will have an opportunity to see the greatest field of horses that has ever been brought south. In the 2.22 class the following horses are expected:

Anrelia, Edge Hill Pirate, School Boy, Lady Halifax, Lit, Eudora, Fred Patchen, Pluto, Nellie McZens. In the 2.17 class, King Kelly, Trilby M., Carrie S., Buck, Paul, Curzonidia, Helen Trix, Ella Miller, Bessie Gentry, Dollie Dillard.

Unusually large purses had to be offered to attract such an excellent string of horses that have been making fine records all over Virginia and the Carolinas but the management of the local Association feel confident that the attendance on the 18th. will fully justify the large expense they have involved in order to give the people of Dillon and surrounding country one of the best meets ever held in South Carolina.

List of Juries for Fall term of Court.

P. C. White	LeGette
R. W. Fenegan	Manning
T. M. Conoly	Reaves
A. J. C. Cottingham	Dillon
W. H. Swintz	Brittons-Neck
J. C. Watson	Marion
J. O. Jones	Hillsboro
J. R. Love	Latta
B. G. Smith	Reaves
Ferd C. Rogers	Hillsboro
W. D. Gaddy	"
B. B. Elvington	Harleesville
L. A. Manning	Hillsboro
Hiniard Rogers	Latta
E. C. Allen	Betha
J. A. B. LeGette	Reaves
L. B. Fort	"
C. W. Gordon	Dillon
H. K. Cottingham	Latta
E. B. Berry	"
H. E. K. Smith	Kiroy
H. W. Weatherford	LeGette
D. F. Gibson	Brittons-Neck
W. W. Hucks	Manning
Murray Hayes	Moody
A. R. Lane	Wahee
T. L. Dill	Betha
W. M. Rouse	Carmichael
S. W. Stevens	Harleesville
J. L. Weatherly	Wahee
J. W. Hargrove	Moody
C. J. McDonald	Woodberry
R. O. Williams	Carmichael
Rowland W. W.	Harleesville
D. W. Betha	Moody
I. P. Stackhouse	"